Union has exclusive legislative competence to enact laws on Natural Gas. The Hon'ble Court has also held that the States have no legislative competence to make laws on the subject of Natural Gas and Liquefied Natural Gas under Entry 25 of List II of the Seventh Schedule to the Constitution.

(c) With the above ruling of the Supreme Court, any State legislation containing provisions relating to Natural Gas or LNG would be *ultra vires* to that extent.

(d) There is no such proposal under consideration of the Government.

Misuse of domestic LPG cylinders

206. SHRI JANARDHANA POOJARY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether CNG and LPG are the economical alternative fuel to petrol and diesel for use in motor vehicles;

(b) if so, the details in this regard;

(c) whether any guidelines and approved workstations exist for conversion of petrol/diesel vehicles into CNG/LPG vehicles;

(d) if so, the details thereof;

(e) whether it is a fact that most of the private vehicles ply on domestic LPG cylinders fitted by local unapproved mechanics, thereby endangering the life and property of the passengers and others around; and

(f) if so, what measures are contemplated to educate and prevent such misuse?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MANI SHANKAR AIYAR): (a) and (b) CNG and LPG have emerged as alternative clean fuels to petrol and diesel for use in motor vehicles. Besides the question of availability of fuel, the economics of converting petrol/diesel vehicles to CNG/LPG vehicles would depend upon the cost of conversion as also the cost of fuel, which would vary from place to place. At present, in Delhi, CNG is cheaper by about 68% as compared to petrol and 46% as compared to diesel.

(c) and (d) Yes, Sir. CNG kits are duly approved by the Statutory Authorities such as the Automotive Research Association of India (ARAI)-

Pune, the Vehicles Research and Development Establishment (VRDE)-Ahmednagar; the Indian Institute of Petroleum (IIP)-Dehradun etc. CNG cylinders are also approved by the Chief Controller of Explosives, Nagpur. The approved CNG kits can be retrofitted on the vehicles by the work-shops which are duly approved by the Transport Departments of the State Governments. With regard to auto LPG, the Central Government have notified the LPG (Regulation of Use in Motor Vehicles) Order, 2001 for use of LPG in vehicles. In terms of this order, the use of Auto-LPG in motor vehicles is allowed only in case it is fitted with a permanent Auto-LPG tank and a conversion kit as approved by the authorities/testing agencies as notified in the Central Motor Vehicles Rules, 2001.

(e) and (f) The following measures have been taken by the Government to forestall the misuse of domestic LPG cylinders in vehicles:—

(i) State Government have been advised to impress upon district authorities the need to intensify their supervision of LPG driven vehicles and taken action as per law in case of violations.

(ii) Supplies to domestic LPG distributors are regulated by the Oil Marketing Companies(OMCs) in line with the customer population and per capita consumption of that market, based on last year's sales for the same month.

(iii) Publicity campaigns are launched by OMCs from time to time to make the public aware about the hazards associated with the unauthorized use of domestic LPG cylinders as auto LPG.

Monscon tourism

207. SHRI R.K. ANAND: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that tourism in India provides over 25 million direct jobs through India's share in global tourism is dismal and stood at 0.4%;

(b) whether it is also a fact that the CII has proposed monsoon tourism to provide a fillip to the industry; and

(c) if so, the details thereof?